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April 20, 1988

Mr. H. Walker Feaster
Acting Secretary
Federal Communications Commission
Washington, D.C. 20554

Re: **Petition for Rulemaking**
Amendment of Part 90 of the Commission's Rules to Eliminate Certain Restrictions of the Taxicab Radio Service in the 150 MHz Band

Dear Mr. Feaster:

Transmitted herewith on behalf of International Taxicab Association are an original and five copies of its above-captioned Petition for Rulemaking.

Should any questions arise concerning this document, please contact the undersigned.

Very truly yours,

William J. Franklin

William J. Franklin

Enclosure

cc: International Taxicab Association

Before the
FEDERAL COMMUNICATIONS COMMISSION
Washington, D.C. 20554

In the Matter of	)	
	)	
Amendment of Part 90 of	)	
the Commission's Rules	)	**RM-_____**
to Eliminate Certain	)	
Geographic Restrictions	)	
in the 150 MHz Band	)	
of the Taxicab Radio Service	)	
	)	

To: The Commission

PETITION FOR RULEMAKING

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Summary of Argument

The International Taxicab Association ("ITA") submits this Petition for Rulemaking on behalf of the Taxicab Radio Service applicants and licensees. ITA is the designated frequency coordinator of this Service and fairly represents the views of those users here.

Taxicab Radio Service licensees perform a valuable public service by providing an extremely efficient public transportation service. Rapid, reliable two-way radio communications are essential to providing this public service.

At present the Taxicab Radio Service is allocated only four (4) unrestricted VHF frequency pairs, i.e., which can be licensed on a nationwide basis. Section 90.93(c)(1) of the Commission's Rules prohibits Taxicab Radio Service licensees from using three (3) secondary and six (6) tertiary VHF frequency pairs outside the Standard Metropolitan Areas ("SMAs") as defined by the 1950 Census.

Six (6) of those frequency pairs are not allocated to any radio service outside the 1950 SMAs; the other three are allocated to the Business Radio Service outside the SMAs. This Petition proposes to eliminate Section 90.93(c)(1), thus giving needed spectrum relief to the Taxicab Radio Service.

Attachments A and B to this Statement demonstrate that the Taxicab Radio Service has far greater VHF spectrum requirements than the Business Radio Service. In a survey of twenty-eight (28) non-SMA markets, ITA found as many as 999 mobile units

licensed to a single VHF channel, and an average of approximately 400 mobiles per channel. Additionally, Taxicab Radio Service licensees have about three (3) times as many mobiles per licensee as do Business Radio Service licensees.

As the Commission recognizes, taxicabs use radio channels intensively. This intense usage produces heavy channel loading on the Taxicab Radio Service VHF channels, indicating an acute need for additional VHF spectrum.

The present Section 90.93(c)(1) concentrates Taxicab Radio Service VHF licensees disproportionately onto the four unrestricted frequency pairs. More than two-thirds of all taxicab companies are located in municipalities of less than 50,000 population.

As recognized by NABER's Reply Comments in RM-6276, Taxicab Radio Service licensees' intense use of their channels renders their usage incompatible with the typical Business Radio Service licensee. Thus, general spectrum relief for the Business Radio Service is not a substitute for ITA's proposal herein.

The Commission currently is not enforcing Section 90.93(c)(1) as written. Until this Petition was filed, no one knew the accurate definition of the 1950 SMA boundaries. Because of channel congestion in the Taxicab Radio Service, the Private Radio Bureau was waiving that Section.

The use of 1950 population figures in allocating Taxicab Radio Service channels ignores the population growth in the United States since then, growth which is largely concentrated

outside of those SMAs. Section 90.93(c)(1) ignores the 32.5 million people who now reside in urban areas which were not SMAs in 1950, including such major cities as Fort Lauderdale, Florida (1980 population of 1.4 million people).

Section 90.93(c)(1) does not serve the public interest, and the Commission should issue a Notice of Proposed Rulemaking to delete it.

Before the
FEDERAL COMMUNICATIONS COMMISSION
Washington, D.C. 20554

In the Matter of	)	
	)	
Amendment of Part 90 of	)	
the Commission's Rules	)	**RM-_____**
to Eliminate Certain	)	
Geographic Restrictions	)	
in the 150 MHz Band	)	
of the Taxicab Radio Service	)	
	)	

To: The Commission

PETITION FOR RULEMAKING

Pursuant to Section 1.401 of the Commission's Rules, the International Taxicab Association ("ITA"), by its attorney, hereby petitions the Commission to eliminate the geographic restriction of Section 90.93(c)(1) of the Commission's Rules as it applies to certain VHF channels in the Taxicab Radio Service.1/ This restriction artificially hinders licensees in the Taxicab Radio Service from providing efficient communications to their licensed mobile units and from providing responsive

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1/ This proposal could be deemed a counterproposal to the Petition for Rulemaking (RM-6276) filed by the National Association of Business and Educational Radio, Inc. ("NABER"). ITA's proposal herein and NABER's Petition propose potentially conflicting uses of the same VHF channels in the same geographic area.

NABER's Reply Comments in RM-6276 ("Reply Comments") (at 12) mischaracterize ITA as "attempt[ing] to avoid simple coordinating procedures conducted by all frequency coordinating committees. . . ." This statement goes beyond the scope of legitimate rebuttal, and ignores ITA's exemplary record as a frequency coordinator.

transportation services to their customers, but provides no offsetting public interest benefits.

For this reason, ITA respectfully requests that the Commission issue a Notice of Proposed Rulemaking to amend Section 90.93(c)(1) as requested herein.

QUALIFICATIONS OF ITA

ITA is the only national association with its membership comprised of taxicab operators. ITA membership includes approximately 700 taxicab fleet operators representing taxicab operating companies in the United States, Canada, and abroad. The membership of ITA operates approximately 33% of all taxicabs in the United States, the vast majority of which are radio-equipped. Rapid, reliable two-way radio communications are the lifeline to the taxicab industry,[2/] and a vital link in providing service to taxi riders.

2/ Washington, D.C. is one of a handful of very large cities (along with New York and downtown Chicago, for example) in which all taxicabs are not radio-dispatched. Cruising taxicabs can only be economically viable in markets where an extremely large number of riders are concentrated in a small geographic area. In all other areas of the country, whether urban, suburban, small town, or rural, taxicabs have no alternative to radio dispatching.

In establishing the Taxicab Radio Service in 1949, the Commission wrote:

> The taxicab industry instituted the use of radio for reasons of increased service to the public as well as of economy. Such use reduces dead mileage and, hence, can increase to efficiency and improve operations.

Non-Broadcast Frequency Allocations, 1 RR 143, 158 (1949).

The taxi industry provides an extremely efficient public service. Taxicabs transport about 2 billion passengers per year with no tax-dollar support. In contrast, publicly supported mass transit carries about 8 billion passengers per year, at a cost in excess of $10 billion in taxes. About 60% of all taxicab passengers are transportation disadvantaged (low income, elderly, handicapped, unemployed). Further, in many small urban, suburban, and rural communities, taxicabs provide the only source of public transportation.

ITA now serves as the frequency coordinator for the Taxicab Radio Service, performing approximately 860 coordinations per year for that Service.[3/] Thus, ITA has a unique overview of the communications needs of Taxicab Radio Service licensees and applicants, and accurately presents their views here.

THE EXISTING GEOGRAPHIC RESTRICTIONS OF SECTION 90.93(c)(1)

Section 90.93(c)(1) is a regulatory anachronism left over from the time prior to the Commission's landmark Frequency Coordination proceeding, which for the first time required frequency coordination for VHF frequencies in the Business Radio Service.[4/] Section 90.93(c)(1) limits Taxicab Radio Service licensees' use of nine (9) VHF frequency pairs

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3/ See Frequency Coordination in the Private Land Mobile Radio Services, 103 FCC 2d 1093, 1139-40 (1986). There the Commission expressly found ITA to be representative of the taxicab industry. Id.

4/ See Frequency Coordination, supra, 103 FCC 2d at 1148-49; Section 90.175(a) of the Commission's Rules.

only to base or mobile stations operating wholly within Standard Metropolitan Areas having 50,000 or more population (1950 Census).[5/]

As we will show, this restriction adversely affects the public interest.

For the purposes of this Petition, the Commission must recognize the complex interaction between Taxicab Radio Service VHF primary, secondary, and tertiary channels; their allocation inside and outside the 1950-defined Standard Metropolitan Areas; and the existing sharing of those channels with other Private Radio Services. This allocation is depicted in the following Table 1 (on the next page).

First, as shown in **BOLD** in Table 1, the Taxicab Radio Service only has four (4) unrestricted VHF frequency pairs, i.e., frequencies which can be licensed to the Taxicab Radio Service on a nationwide basis. Notably, those frequencies are the same four that the Commission originally allocated to the Taxicab Radio Service in 1949. See Non-Broadcast Frequency Allocations, supra, 1 RR at 158. All other VHF Taxicab Radio Service frequencies have geographic restrictions on their use.

Second, as shown by underlining in Table 1, six (6) of the nine (9) frequency pairs which are subject to the geographic restrictions of Section 90.93(c)(1) are not allocated to any Private Radio Service outside of the 1950 Standard Metropolitan

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5/ Section 90.93(c)(1) of the Commission's Rules. Those nine (9) restricted frequency pairs are 152.285/157.545 MHz, 152.300/157.560 MHz, 152.315/157.575 MHz, 152.345/157.605 MHz, 152.360/157.620 MHz, 152.405/157.665 MHz, 152.420/157.680 MHz, and 152.435/157.695 MHz.

Table 1
Allocation of Taxicab Radio Service
VHF Channel Pairs

Frequency Pair	Allocation
152.270/157.530	**TAXICAB INSIDE & OUTSIDE SMA**
152.285/157.545	Taxicab inside SMA (§90.93(c)(1))
152.300/157.560	Taxicab inside SMA (§90.93(c)(1)); Business outside SMA (§90.93(c)(2))
152.315/157.575	Taxicab inside SMA (§90.93(c)(1))
152.330/157.590	**TAXICAB INSIDE & OUTSIDE SMA**
152.345/157.605	Taxicab inside SMA (§90.93(c)(1))
152.360/157.620	Taxicab inside SMA (§90.93(c)(1)) Business outside SMA (§90.93(c)(2))
152.375/157.635	Taxicab inside SMA (§90.93(c)(1))
152.390/157.650	**TAXICAB INSIDE & OUTSIDE SMA**
152.405/157.665	Taxicab inside SMA (§90.93(c)(1))
152.420/157.680	Taxicab inside SMA (§90.93(c)(1)) Business outside SMA (§90.93(c)(2))
152.435/157.695	Taxicab inside SMA (§90.93(c)(1))
152.450/157.710	**TAXICAB INSIDE & OUTSIDE SMA**
152.465/157.725	Taxicab (shared with Forest Products & Special Industrial) at least 50 miles from center of areas with 600,000 population (1970)

Areas. Thus, the Commission may remove the geographic restriction of Section 90.93(c)(1) without any significant

adverse effects on existing co-channel licensees, of which there will be a limited number.[6/]

THE TAXICAB RADIO SERVICE NEEDS ADDITIONAL VHF FREQUENCIES ON A NATIONWIDE BASIS

ITA respectfully requests that the Commission delete Section 90.93(c)(1) and mark it as "Reserved". In other words, ITA proposes that Section 90.93(c) be revised in part to read as follows:

> (c) Explanation of assignment limitations appearing in the frequency table of paragraph (b) of this section:
>
> (1) [Reserved]
>
> * * *

As ITA will demonstrate, such revisions would serve the public interest.

A. The Taxicab Radio Service Now Needs Additional VHF Spectrum Nationwide

Taxicab Radio Service licensees now are suffering from excess frequency congestion, and need spectrum relief in the VHF frequency bands. Attachment A hereto is a revised tabulation of Taxicab Radio Service licensees and mobile units for the four (4) unrestricted VHF channels for twenty-eight (28) cities which are not on the 1950 census list. This shows as many as 999 taxicabs

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6/ Of course, the allocation of these channels would affect the adjacent Taxicab and Business Radio Service frequencies 15 KHz away. See Sections 90.173(f) and 90.175(a) of the Commission's Rules. Obviously, any rules adopted as a result of this Petition would not affect existing licensees.

licensed for a single channel (157.590 MHz in Thibodaux, LA), and an average loading of about 400 taxicabs per channel.[7/]

Each Taxicab Radio Service mobile unit generates a much higher channel loading per mobile unit than do mobile units licensed in the other Private Radio Services. Thus, the Taxicab Radio Service has an even greater need for VHF channel capacity than do the other Private Radio Services.

Data contained in NABER's Reply Comments further illustrates the relatively intense channel utilization in the Taxicab Radio Service. Appendix D to the Reply Comments shows that VHF licensees in the Business Radio Service are licensed for 12.3 mobiles per licensee. In contrast, ITA has determined that Taxicab Radio Service licensees have over 33 mobiles per licensee. Thus, Taxicab Radio Service licensees operate slightly less than three times as many mobile units (33 vs. 12.3) on less than one-third (4 vs. 13) VHF channels.

NABER's Reply Comments correctly note (at 7) that NABER performs more frequency coordinations per year than does ITA. From that, NABER argues that the Business Radio Service needs additional channels more than does the Taxicab Radio Service.

[7/] Because of regulatory uncertainty, Honolulu, Hawaii and Anchorage, Alaska depart from these loading standards. Neither Alaska nor Hawaii was a state during the 1950 census, and the Private Radio Bureau accordingly has been unable to decide whether those two cities falls within the 50,000 or more requirement of Section 90.93(c)(1). Accordingly, their loading for the four unrestricted channels is artificially low, because for at least part of the time the Bureau has permitted licensing of the population-restricted VHF Taxicab Radio Service channels in Honolulu and Anchorage.

That argument assumes--contrary to the facts--that Business Radio Service licensees and Taxicab Radio Service licensees produce equal channel loading. Because NABER's assumption is false, its argument fails.

Attachment B hereto is a tabulation of all Taxicab Radio Service VHF licensees,[8/] broken down by channel. Attachment B shows that the existing restrictions of Section 90.93(c)(1) have disproportionately shifted Taxicab Radio Service licensees onto the four (4) unrestricted channels. In fact, more than 73.1% of all Taxicab Radio Service VHF mobile units are licensed on those four (4) unrestricted channels.

This channel licensing data is corroborated with taxicab industry records. According to a U.S. Department of Transportation study for the year 1986, more than two-thirds of all taxicab companies (67.1%) are located in municipalities of less than 50,000 population. Another sixth of them (17.3%) represent localities of 50,000 to 199,999 population, with the remainder originating in major urban areas.

ITA originally supplied its Attachment A as part of its Comments in RM-6276. In response thereto, NABER's Reply Comments (at 4-7) characterize ITA's statistics as "inaccurate and misleading." NABER's specific claim is that nineteen (19) of the cities identified by ITA are actually in 1950 SMAs. As we will show, NABER itself relies on an incorrect definition of the

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8/ Thus, each licensee shown on Attachment B represents one or more base stations, and an average of over 33 mobile units.

1950 SMAs (Appendix F to NABER's Reply Comments), and seven (7) of NABER's claimed errors in ITA's data are themselves erroneous.[9/] Indeed, NABER's "1950" listing states that its represents the SMAs defined as of January 15, 1957.

B. Additional Spectrum in the Business Radio Service Will Not Resolve the Communications Requirements of Taxicab Radio Service Licensees.

NABER's Reply Comments notably recognize that Taxicab Radio Service licensees on the one hand, and Business Radio Service licensees, on the other, have "operational differences" (Reply Comments at 8) and that in areas of high concentration of taxicabs, "it is difficult for a taxicab company to share such a frequency with other users" (Reply Comments at 9). However, NABER incorrectly isolates this problem to the New York metropolitan area.

ITA's experience is that any single taxicab company with a sufficient number of mobiles anywhere in the country is operational incompatible with Business Radio Service users. Taxicabs continually rely on two-way communications, and thus

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[9/] Those seven cities for which ITA was correct and NABER was wrong are Enfield, CT; Longmont, CO; Rockland, MA; Shelton, CT; Thibodaux, LA; Vallejo, CA; and Weirton, WV. NABER's analysis does point out that ITA erred as to twelve (12) cities. ITA revised Attachment A to respond to NABER's analysis. The revised Attachment A is attached hereto and has also been submitted as an Erratum to ITA's Comments in RM-6276. Nevertheless, the fact remains that ITA's revised data continues to demonstrate that the Taxicab Radio Service requires additional VHF spectrum for its existing communications requirements.

generate the highest channel usage per mobile of any Private Radio Service.

Thus, NABER's own comments confirm ITA's experience: Taxicab Radio Service licensees have unique communications requirements which cannot be addressed in the context of RM-6276, i.e., by allocating additional VHF spectrum to the Business Radio Service. Instead, as NABER tacitly recognizes, the Commission must respond to the severe congestion in the Taxicab Radio Service by allocating additional channels to that Service.

C. Section 90.93(c)(1) Is Not Being Enforced As Written

Until ITA began its research, no one--not ITA, not the Private Radio Bureau, not NABER--knew precisely what constituted the 1950 SMAs. The Commission could not enforce its rule as written, because it lacked the relevant definitions.[10/] Necessity is the mother of invention, and the Commission's current licensing policies were developed to have some rule with which to process applications.

For example, ITA knows of four (4) different lists of the 1950 MSA definitions which have been used to implement Section

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10/ The geographic restrictions implicit in Section 90.93(c)(1) (i.e., "within Standard Metropolitan Areas having 50,000 or more population (1950 Census)") are also ambiguous. For example, Washington, D.C. was a SMA in 1950. However, between 1950 and 1984 (the latest definition), Calvert, Charles, and Frederick Counties from Maryland and Loudoun, Prince William, and Stafford Counties as well as the independent cities of Fairfax, Manassas, and Manassas Park have been added to the defined Washington metropolitan area. The Commission has never specified whether those added areas are eligible under Section 90.93(c)(1).

90.93(c)(1). Attachment C hereto is the official U.S. Census listing of SMAs for the United States as of 1950.[11/] NABER's Reply Comments contain a different list (as of January 15, 1957) which NABER represents as accurate (Appendix F to the Reply Comments, Attachment D hereto), and a second list (Appendix G to NABER's Reply Comments) which NABER asserts the Commission is now using. However, in 1980 the Commission gave ITA yet another list of 1950 SMAs (Attachment E hereto). These four lists highlight the underlying confusion with Section 90.93(c)(1); until now, no one knew what counties were included within Section 90.93(c)(1).[12/]

A comparison between the official Census listing of SMAs (Attachment C hereto) and what NABER incorrectly believes are the 1950 SMAs (Appendix F to NABER's Reply Comments, reproduced here as Attachment D) shows the scope of NABER's error. For example, thirty-eight (38) cities or counties which are shown as being within the 1950 SMAs on NABER's list are not included on the

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11/ I Census of Population: 1950, Table 26 ("Population of Standard Metropolitan Areas and Constituent Parts in Continental United States, Hawaii, Puerto Rico: 1950 and 1940").

12/ Sections 90.75(c)(9) and 90.93(c)(2) of the Commission's Rules permit Business Radio Service licensees to use three (3) VHF frequency pairs on a secondary basis to the Taxicab Radio Service outside of the SMAs as defined in the 1950 Census.

Obviously, the lack of an established SMA list prevents the Commission from enforcing this restriction as well. To the extent that the Commission clarifies or modifies the existing geographic limitations of Section 90.93(c)(1), such limitations also would be directly applicable to Sections 90.75(c)(9) and 90.93(c)(2).

official 1950 Census list.[13/] These counties include such cities and counties as Palm Beach (Palm Beach County), Florida; Tucson (Pima County), Arizona; and large parts of Atlanta (Clayton and Gwinnett Counties), Georgia.

Apparently recognizing that the Taxicab Radio Service has significant demand for spectrum outside the 1950 SMAs, the Private Radio Bureau routinely--but not consistently--grants waivers of Section 90.93(c)(1) to permit Taxicab Radio Service eligibles to be licensed on those geographically-restricted frequencies outside of those 1950 SMAs.[14/] The need for repeated rule waivers highlights to the need to abolish the rule.

D. Demographic Changes Since 1950 Support ITA's Proposal

ITA's proposal is also supported by the demographic revolution in American life--the development of the suburbs--which occurred primarily between 1950 and today. During 1950, the U.S. was fighting the Korean War, Interstate highways did not exist, and the now-well developed suburban areas were merely the gleam in a real estate developer's eye. For example, the Danbury, CT and Fort Lauderdale, FL MSAs (1980 populations 1,464,045 and 1,018,200, respectively) were not even SMAs in 1950.

Between 1950 and today, the population of the United States has increased by fifty (50) percent, from 151 million people to

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13/ These are listed on Attachment F hereto.

14/ For example, see Attachment G hereto.

almost 227 million. As shown in Table 2 (on the next page), that growth is concentrated almost exclusively in the suburban areas and newer urban areas--the same areas to which the restrictions of Section 90.93(c)(1) apply.

The logic which led the Commission to conclude that Taxicab Radio Service eligibles should have access to the secondary and tertiary VHF frequencies in the 1950-definition SMAs should compel the similar conclusion that Taxicab Radio Service eligibles today should have access to those frequencies (at a minimum) in the currently-defined MSAs. The SMA definitions of 1950 which have evolved into MSAs clearly reflect the dramatic population relocations and growth in the United States. This growth is summarized in the following Table 2, which summarizes the detailed information contained in Attachment H hereto.

Table 2 shows that, since the Commission adopted the predecessor of Section 90.93(c)(1), more than half as many people have moved to MSAs which did not exist in 1950 (32.5 million) as the population has increased in the 1950 SMAs (57.5 million). Stated differently, by leaving the references to the 1950 Census in the geographic restrictions of Section 90.93(c)(1), the Commission has failed to provide sufficient VHF Taxicab Radio Service channels to keep pace with the increasing urbanization of America.

Table 2 Population Changes 1950-1980			
Year	1950	1980	Difference
No. of MSAs[15/]	173	329	156
Population[16/]			
- 1950 MSAs	82,058,577	139,599,207	57,540,630
- New MSAs	n/a	32,491,825	n/a
- all MSAs	82,058,577	173,091,132	91,032,555
- U.S.	151,325,798	226,545,805	75,220,007

The existing Commission Rules fail to provide adequate Taxicab Radio Service VHF frequencies for these companies operating outside of the 1950-defined SMAs. By eliminating the geographic restriction of Section 90.93(c)(1), the Commission would resolve this problem and thus serve the public interest.

15/ I Census of Population: 1950, Table 26; Metropolitan Statistical Areas (Including CMSAs, PMSAs, and NECMAs) (FIPS Pub.8-5 (1984), Table 1. "MSAs" includes "SMAs" for 1950. In some cases what is counted as a separate 1950 SMA for the purposes of this table was actually part of a larger SMA. For example, the Alton, IL MSA (as of 1984) was part of the St.Louis, MO-IL SMA in 1950.

The three (3) Puerto Rico SMAs for 1950 and the seven (7) Puerto Rico MSAs for 1984 are excluded from this table, due to the lack of consistent population data.

16/ Census of Population: 1950, supra; I 1980 Census of Population, Tables 3,25,26,30. ITA used the official 1980 Census population figures and the 1984 MSA definitions as the latest available information of each type. This approach conservatively understates the current MSA population which would be excluded if the Commission were to use strictly the 1950 Census data in applying Section 90.93(c)(1) to the Taxicab Radio Service.

CONCLUSION

Accordingly, ITA respectfully requests that the Commission issue a Notice of Proposed Rulemaking to eliminate the geographic restriction of Section 90.93(c)(1) of the Commission's Rules. In that way, the Commission will serve the public interest by making desperately needed VHF spectrum available to the Taxicab Radio Service.

Respectfully Submitted,

INTERNATIONAL TAXICAB ASSOCIATION

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28 Cities Not on 1950 List of Standard Metropolitan Areas Continued
(Taxicabs Limited to Four VHF Frequency Pairs)

City, State	Users/ Mobiles	152.270/ 157.530	152.330/ 157.590	152.390/ 157.650	152.450/ 157.710
Orange County, NY		46/823	29/566	28/575	30/646
Rockland, MA		27/616	22/354	27/459	21/450
San Juan, PR		4/470	6/243	4/445	3/310
Santa Rosa, CA		7/235	8/176	6/177	6/295
Shelton, CT		38/740	24/608	27/602	29/471
Thibodaux, LA		5/469	6/999	3/280	4/537
Vallejo, CA		8/337	8/228	9/287	7/345
Weirton, WV		10/230	3/495	8/155	11/187

* This chart documents the number of users and mobiles licensed to operate within a sixty mile radius of the given cities.

** Honolulu, HI was on the 1950 census as a Standard Metropolitan Area but Anchorage, AK was not. Neither Hawaii nor Alaska was a state at that time and over the years there has been considerable confusion as to which VHF frequencies are taxicab vs. business in these areas.

Attachment B

3/21/88

UTILIZATION OF THE 14 BASE VHF FREQUENCIES
AVAILABLE TO TAXICAB OPERATORS

Base Frequencies	No. of Licenses	% of Licenses
152.270 (1)	808	21.8%
152.285 (2)	63	1.6%
152.300 (3)	237	6.4%
152.315 (2)	56	1.5%
152.330 (1)	633	17.1%
152.345 (2)	51	1.4%
152.360 (3)	204	5.5%
152.375 (2)	49	1.3%
152.390 (1)	651	17.6%
152.405 (2)	54	1.5%
152.420 (3)	194	5.2%
152.435 (2)	55	1.5%
152.450 (1)	615	16.6%
152.465 (4)	37	1.0%
Total Users	3,707	100%

Base Frequency Footnotes

(1) These four VHF base frequencies are available exclusively to taxicab operations nationwide.

(2) These six VHF tertiaries (split frequencies) are available to taxicab operations operating wholly within Standard Metropolitan Areas (SMA) having 50,000 or more population as designated by the 1950 census.

(3) These three VHF frequencies are available to taxicab operations inside SMA's (1950 census) and to business users (on a secondary basis) outside of the SMA's.

(4) This tertiary is available to Taxicab, Special Industrial and Forest Products in areas which are more than 50 miles from urban centers of 600,000 or more population (1970 census).

Table 26.—POPULATION OF STANDARD METROPOLITAN AREAS AND CONSTITUENT PARTS IN CONTINENTA UNITED STATES, HAWAII, AND PUERTO RICO: 1950 AND 1940

[Minus sign (−) denotes decrease]

Standard metropolitan area	Population		Percent increase, 1940 to 1950
	1950	1940	
Continental United States (168 areas)	**84,500,680**	**69,279,675**	**22.0**
Akron, Ohio	410,032	339,405	20.8
Summit County	410,032	339,405	20.8
Albany-Schenectady-Troy, N. Y.	514,490	465,643	10.5
Albany County	239,386	221,315	8.2
Rensselaer County	132,607	121,834	8.8
Schenectady County	142,497	122,494	16.3
Albuquerque, N. Mex.	145,673	69,391	109.9
Bernalillo County	145,673	69,391	109.9
Allentown-Bethlehem-Easton, Pa.	437,824	396,673	10.4
Lehigh County, Pa.	198,207	177,533	11.6
Northampton County, Pa.	185,243	168,959	9.6
Warren County, N. J.	54,374	50,181	8.4
Altoona, Pa.	139,514	140,358	−0.6
Blair County	139,514	140,358	−0.6
Amarillo, Texas	87,140	61,450	41.8
Randall County	13,774	7,185	91.7
Potter County	73,366	54,265	35.2
Asheville, N. C.	124,403	108,755	14.4
Buncombe County	124,403	108,755	14.4
Atlanta, Ga.	671,797	518,100	29.7
Cobb County	61,830	38,272	61.6
De Kalb County	136,395	86,942	56.9
Fulton County	473,572	392,886	20.5
Atlantic City, N. J.	132,399	124,066	6.7
Atlantic County	132,399	124,066	6.7
Augusta, Ga.	162,013	131,779	22.9
Richmond County, Ga.	108,876	81,863	33.0
Aiken County, S. C.	53,137	49,916	6.5
Austin, Texas	160,980	111,053	45.0
Travis County	160,980	111,053	45.0
Baltimore, Md.	1,337,373	1,083,300	23.5
Baltimore city	949,708	859,100	10.5
Anne Arundel County	117,392	68,375	71.7
Baltimore County	270,273	155,825	73.4
Baton Rouge, La.	158,236	88,415	79.0
East Baton Rouge Parish	158,236	88,415	79.0
Bay City, Mich.	88,461	74,981	18.0
Bay County	88,461	74,981	18.0
Beaumont-Port Arthur, Texas	195,083	145,329	34.2
Jefferson County	195,083	145,329	34.2
Binghamton, N. Y.	184,698	165,749	11.4
Broome County	184,698	165,749	11.4
Birmingham, Ala.	558,928	459,930	21.5
Jefferson County	558,928	459,930	21.5
Boston, Mass.	2,369,986	2,177,621	8.8
Essex County (part)	268,172	249,404	7.5
Beverly city	26,884	25,537	13.1
Lynn city	99,738	98,123	1.6
Peabody city	22,645	21,711	4.3
Salem city	41,880	41,213	1.6
Danvers town	15,720	14,179	10.9
Hamilton town	2,764	2,037	35.7
Lynnfield town	3,927	2,287	71.7
Manchester town	2,868	2,472	16.0
Marblehead town	13,765	10,856	26.8
Middleton town	2,916	2,348	24.2
Nahant town	2,679	1,835	46.0
Saugus town	17,162	14,825	15.8
Swampscott town	11,580	10,761	7.6
Wenham town	1,644	1,220	34.8
Middlesex County (part)	852,258	774,346	10.1
Cambridge city	120,740	110,879	8.9
Everett city	45,982	46,784	−1.7
Malden city	59,804	58,010	3.1
Medford city	66,113	63,063	4.8
Melrose city	26,988	25,333	6.5
Newton city	81,994	69,873	17.3
Somerville city	102,351	102,177	0.2
Waltham city	47,187	40,020	17.9
Woburn city	20,492	19,751	3.8
Boston, Mass.—Con.			
Middlesex County (part)—Con.			
Arlington town	44,353	40,013	10.8
Ashland town	3,500	2,479	41.2
Bedford town	5,234	3,807	37.5
Belmont town	27,381	26,867	1.9
Burlington town	3,250	2,275	42.9
Concord town	8,623	7,972	8.2
Framingham town	28,086	23,214	21.0
Lexington town	17,335	13,187	31.5
Lincoln town	2,427	1,783	36.1
Natick town	19,838	13,851	43.2
North Reading town	4,402	2,886	52.5
Reading town	14,006	10,866	28.9
Stoneham town	13,229	10,765	22.9
Wakefield town	19,633	16,223	21.0
Watertown town	37,329	35,427	5.4
Wayland town	4,407	3,505	25.7
Weston town	5,026	3,590	40.0
Wilmington town	7,039	4,645	51.5
Winchester town	15,509	15,081	2.8
Norfolk County (part)	338,897	280,453	20.8
Quincy city	83,835	75,810	10.6
Braintree town	23,161	16,378	41.4
Brookline town	57,589	49,786	15.7
Canton town	7,465	6,381	17.0
Cohasset town	3,731	3,111	19.9
Dedham town	18,487	15,508	19.2
Dover town	1,722	1,374	25.3
Medfield town	4,549	4,384	3.8
Milton town	22,395	18,708	19.7
Needham town	16,313	12,445	31.1
Norwood town	16,636	15,383	8.1
Randolph town	9,982	7,634	30.8
Sharon town	4,847	3,737	29.7
Walpole town	9,109	7,443	22.4
Wellesley town	20,549	15,127	35.8
Westwood town	5,837	3,376	72.9
Weymouth town	32,690	23,868	37.0
Plymouth County (part)	14,044	10,170	38.1
Hingham town	10,665	8,003	33.3
Hull town	3,379	2,167	55.9
Suffolk County	896,615	863,248	3.9
Bridgeport, Conn.	258,137	212,569	21.4
Fairfield County (part)	231,267	196,130	17.9
Bridgeport city	158,709	147,121	7.9
Fairfield town	30,489	21,135	44.3
Stratford town	33,428	22,580	48.0
Trumbull town	8,641	5,294	63.2
New Haven County (part)	26,870	16,439	63.5
Milford town	26,870	16,439	63.5
Brockton, Mass.	129,428	119,310	8.5
Bristol County (part)	6,244	5,135	21.6
Easton town	6,244	5,135	21.6
Norfolk County (part)	17,816	14,297	24.6
Avon town	2,666	2,335	14.2
Holbrook town	4,004	3,330	20.2
Stoughton town	11,146	8,632	29.1
Plymouth County (part)	105,368	99,878	5.5
Brockton city	62,860	62,343	0.8
Abington town	7,152	5,708	25.3
Bridgewater town	9,512	8,902	6.9
East Bridgewater town	4,412	3,832	15.1
Rockland town	8,960	8,087	10.8
West Bridgewater town	4,059	3,247	25.0
Whitman town	8,413	7,759	8.4
Buffalo, N. Y.	1,089,230	958,487	13.6
Erie County	899,238	798,377	12.6
Niagara County	189,992	160,110	18.7
Canton, Ohio	283,194	234,887	20.6
Stark County	283,194	234,887	20.6
Cedar Rapids, Iowa	104,274	89,142	17.0
Linn County	104,274	89,142	17.0
Charleston, S. C.	164,856	121,105	36.1
Charleston County	164,856	121,105	36.1
Charleston, W. Va.	322,072	276,247	16.
Fayette County	82,443	80,628	2.
Kanawha County	239,629	195,619	22.
Charlotte, N. C.	197,052	151,826	29.
Mecklenburg County	197,052	151,826	29.
Chattanooga, Tenn.	246,453	211,502	16.
Hamilton County, Tenn.	208,255	180,478	15.
Walker County, Ga.	38,198	31,024	23.
Chicago, Ill.	5,495,364	4,825,527	13.
Cook County, Ill.	4,508,792	4,063,342	11.
Du Page County, Ill.	154,599	103,480	49.
Kane County, Ill.	150,388	130,206	15.
Lake County, Ill.	179,097	121,094	47.
Will County, Ill.	134,336	114,210	17.
Lake County, Ind.	368,152	293,195	25.
Cincinnati, Ohio	904,402	787,044	14.
Hamilton County, Ohio	723,952	621,987	16.
Campbell County, Ky.	76,196	71,918	5.
Kenton County, Ky.	104,254	93,139	11.
Cleveland, Ohio	1,465,511	1,267,270	15.
Cuyahoga County	1,389,532	1,217,250	14.
Lake County	75,979	50,020	51.
Columbia, S. C.	142,565	104,843	36.
Richland County	142,565	104,843	36.
Columbus, Ga.	170,541	126,407	34.
Chattahoochee County, Ga.	12,149	15,138	−19.
Muscogee County, Ga.	118,028	75,494	56.
Russell County, Ala.	40,364	35,775	12.
Columbus, Ohio	503,410	388,712	29.
Franklin County	503,410	388,712	29.
Corpus Christi, Texas	165,471	92,661	78.
Nueces County	165,471	92,661	78.
Dallas, Texas	614,799	398,564	54.
Dallas County	614,799	398,564	54.
Davenport, Iowa—Rock Island—Moline, Ill.	234,256	198,071	18.3
Rock Island County, Ill.	133,558	113,323	17.9
Scott County, Iowa	100,698	84,748	18.8
Dayton, Ohio	457,333	331,343	38.0
Greene County	58,892	35,863	64.
Montgomery County	398,441	295,480	34.
Decatur, Ill.	98,853	84,693	16.7
Macon County	98,853	84,693	16.7
Denver, Colo.	563,832	407,768	38.3
Adams County	40,234	22,481	79.0
Arapahoe County	52,125	32,150	62.1
Denver County	415,786	322,412	29.0
Jefferson County	55,687	30,725	81.2
Des Moines, Iowa	226,010	195,835	15.4
Polk County	226,010	195,835	15.4
Detroit, Mich.	3,016,197	2,377,329	26.9
Macomb County	184,961	107,638	71.8
Oakland County	396,001	254,068	55.9
Wayne County	2,435,235	2,015,623	20.8
Duluth, Minn.—Superior, Wis.	252,777	254,036	−0.5
St. Louis County, Minn.	206,062	206,917	−0.4
Douglas County, Wis.	46,715	47,119	−0.9
Durham, N. C.	101,639	80,244	26.7
Durham County	101,639	80,244	26.7
El Paso, Texas	194,968	131,067	48.8
El Paso County	194,968	131,067	48.8
Erie, Pa.	219,388	160,889	21.3
Erie County	219,388	160,889	21.3
Evansville, Ind.	160,422	130,783	22.7
Vanderburgh County	160,422	130,783	22.7
Fall River, Mass.	137,298	135,137	1.6
Bristol County, Mass. (part)	131,639	130,119	1.2
Fall River city	111,963	115,428	−3.0
Somerset town	8,566	5,873	45.9
Swansea town	6,121	4,684	30.7
Westport town	4,989	4,134	20.7

Table 26.—POPULATION OF STANDARD METROPOLITAN AREAS AND CONSTITUENT PARTS IN CONTINENTAL UNITED STATES, HAWAII, AND PUERTO RICO: 1950 AND 1940—Con.

Standard metropolitan area	Population		Percent increase, 1940 to 1950
	1950	1940	
Fall River, Mass—Con.			
Newport County, R. I. (part)	5,659	5,018	12.8
Tiverton town	5,659	5,018	12.8
Flint, Mich	270,963	227,944	18.9
Genesee County	270,963	227,944	18.9
Fort Wayne, Ind	183,722	155,084	18.5
Allen County	183,722	155,084	18.5
Fort Worth, Texas	361,253	225,521	60.2
Tarrant County	361,253	225,521	60.2
Fresno, Calif	276,515	178,565	54.9
Fresno County	276,515	178,565	54.9
Gadsden, Ala	93,892	72,580	29.4
Etowah County	93,892	72,580	29.4
Galveston, Texas	113,066	81,173	39.3
Galveston County	113,066	81,173	39.3
Grand Rapids, Mich	288,292	246,338	17.0
Kent County	288,292	246,338	17.0
Green Bay, Wis	98,314	83,109	18.3
Brown County	98,314	83,109	18.3
Greensboro-High Point, N. C	191,057	153,916	24.1
Guilford County	191,057	153,916	24.1
Greenville, S. C	168,152	136,580	23.1
Greenville County	168,152	136,580	23.1
Hamilton-Middletown, Ohio	147,203	120,249	22.4
Butler County	147,203	120,249	22.4
Harrisburg, Pa	292,241	252,216	15.9
Cumberland County	94,457	74,806	26.3
Dauphin County	197,784	177,410	11.5
Hartford, Conn	358,081	295,613	21.1
Hartford County (part)	358,081	295,613	21.1
Hartford city	177,397	166,267	6.7
Avon town	3,171	2,258	40.4
Bloomfield town	5,746	4,309	33.3
East Hartford town	29,933	18,615	60.8
Farmington town	7,026	5,313	32.2
Glastonbury town	8,818	6,632	33.0
Manchester town	34,116	23,799	43.4
Newington town	9,110	5,449	67.2
Rocky Hill town	5,108	2,679	90.7
Simsbury town	4,822	3,941	22.4
South Windsor town	4,066	2,863	42.0
West Hartford town	44,402	33,776	31.5
Wethersfield town	12,533	9,644	30.0
Windsor town	11,833	10,068	17.5
Houston, Texas	806,701	528,961	52.5
Harris County	806,701	528,961	52.5
Huntington, W. Va.—Ashland, Ky	245,795	225,668	8.9
Cabell County, W. Va.	108,035	97,459	10.9
Wayne County, W. Va.	38,696	35,566	8.8
Boyd County, Ky	49,949	45,938	8.7
Lawrence County, Ohio	49,115	46,705	5.2
Indianapolis, Ind	551,777	460,926	19.7
Marion County	551,777	460,926	19.7
Jackson, Mich	107,925	93,108	15.9
Jackson County	107,925	93,108	15.9
Jackson, Miss	142,164	107,273	32.5
Hinds County	142,164	107,273	32.5
Jacksonville, Fla	304,029	210,143	44.7
Duval County	304,029	210,143	44.7
Johnstown, Pa	291,354	298,416	−2.4
Cambria County	209,541	213,459	−1.8
Somerset County	81,813	84,957	−3.7
Kalamazoo, Mich	126,707	100,085	26.6
Kalamazoo County	126,707	100,085	26.6
Kansas City, Mo	814,357	686,643	18.6
Clay County, Mo	45,221	30,417	48.7
Jackson County, Mo	541,035	477,828	13.2
Johnson County, Kans	62,783	33,327	88.4
Wyandotte County, Kans	165,318	145,071	14.0
Kenosha, Wis	75,238	63,505	18.5
Kenosha County	75,238	63,505	18.5
Knoxville, Tenn	337,105	246,068	37.0
Anderson County	59,407	26,504	124.1
Blount County	54,691	41,116	33.0
Knox County	223,007	178,468	25.0
Lancaster, Pa	234,717	212,504	10.5
Lancaster County	234,717	212,504	10.5
Lansing, Mich	172,941	130,616	32.4
Ingham County	172,941	130,616	32.4
Laredo, Texas	56,141	45,916	22.3
Webb County	56,141	45,916	22.3
Lawrence, Mass	125,935	124,849	0.9
Essex County (part)	125,935	124,849	0.9
Lawrence city	80,536	84,323	−4.5
Andover town	12,437	11,122	11.8
Methuen town	24,477	21,880	11.9
North Andover town	8,485	7,524	12.8
Lexington, Ky	100,746	78,899	27.7
Fayette County	100,746	78,899	27.7
Lima, Ohio	88,183	73,303	20.3
Allen County	88,183	73,303	20.3
Lincoln, Nebr	119,742	100,585	19.0
Lancaster County	119,742	100,585	19.0
Little Rock-North Little Rock, Ark	196,685	156,085	26.0
Pulaski County	196,685	156,085	26.0
Lorain-Elyria, Ohio	148,162	112,390	31.8
Lorain County	148,162	112,390	31.8
Los Angeles, Calif	4,367,911	2,916,403	49.8
Los Angeles County	4,151,687	2,785,643	49.0
Orange County	216,224	130,760	65.4
Louisville, Ky	576,900	451,473	27.8
Jefferson County, Ky	484,615	385,392	25.7
Clark County, Ind	48,330	31,020	55.8
Floyd County, Ind	43,955	35,061	25.4
Lowell, Mass	133,928	130,999	2.2
Middlesex County (part)	133,928	130,999	2.2
Lowell city	97,249	101,389	−4.1
Billerica town	11,101	7,933	39.9
Chelmsford town	9,407	8,077	16.5
Dracut town	8,666	7,339	18.1
Tewksbury town	7,505	6,261	19.9
Lubbock, Texas	101,048	51,782	95.1
Lubbock County	101,048	51,782	95.1
Macon, Ga	135,043	95,086	42.0
Bibb County	114,079	83,783	36.2
Houston County	20,964	11,303	85.5
Madison, Wis	169,357	130,660	29.6
Dane County	169,357	130,660	29.6
Manchester, N. H	88,370	81,932	7.9
Hillsborough County (part)	88,370	81,932	7.9
Manchester city	82,732	77,685	6.5
Goffstown town	5,638	4,247	32.8
Memphis, Tenn	482,393	358,250	34.7
Shelby County	482,393	358,250	34.7
Miami, Fla	495,084	267,739	84.9
Dade County	495,084	267,739	84.9
Milwaukee, Wis	871,047	766,885	13.6
Milwaukee County	871,047	766,885	13.6
Minneapolis-St. Paul, Minn	1,116,509	940,937	18.7
Anoka County	35,579	22,443	58.5
Dakota County	49,019	39,660	23.6
Hennepin County	676,579	568,899	18.9
Ramsey County	355,332	309,935	14.6
Mobile, Ala	231,105	141,974	62.8
Mobile County	231,105	141,974	62.8
Montgomery, Ala	138,965	114,420	21.5
Montgomery County	138,965	114,420	21.5
Muncie, Ind	90,252	74,963	20.4
Delaware County	90,252	74,963	20.4
Nashville, Tenn	321,758	257,267	25.1
Davidson County	321,758	257,267	25.1
New Bedford, Mass	137,469	134,435	2.3
Bristol County (part)	137,469	134,435	2.3
New Bedford city	109,189	110,341	−1.0
Acushnet town	4,401	4,145	6.2
Dartmouth town	11,115	9,011	23.3
Fairhaven town	12,764	10,938	16.7
New Britain-Bristol, Conn	146,983	126,709	16.0
Hartford County, (part)	140,212	120,666	16.2
Bristol city	35,961	30,167	19.2
New Britain city	73,726	68,685	7.3
Berlin town	7,470	5,230	42.8
Plainville town	9,994	6,935	44.1
Southington town	13,061	9,649	35.4
Litchfield County (part)	6,771	6,043	12.0
Plymouth town	6,771	6,043	12.0
New Haven, Conn	264,622	240,750	9.9
New Haven County (part)	264,622	240,750	9.9
New Haven city	164,443	160,605	2.4
Branford town	10,944	8,060	35.8
East Haven town	12,212	9,094	34.3
Hamden town	29,715	23,373	27.1
North Haven town	9,444	5,326	77.3
Orange town	3,032	2,009	50.9
West Haven town	32,010	30,021	6.6
Woodbridge town	2,822	2,262	24.8
New Orleans, La	685,405	552,244	24.1
Jefferson Parish	103,873	50,427	106.0
Orleans Parish	570,445	494,537	15.3
St. Bernard Parish	11,087	7,280	52.3
New York-Northeastern New Jersey	12,911,994	11,660,839	10.7
New York City	7,891,957	7,454,995	5.9
Bronx County, N. Y.	1,451,277	1,394,711	4.1
Kings County, N. Y.	2,738,175	2,698,285	1.5
New York County, N. Y.	1,960,101	1,889,924	3.7
Queens County, N. Y.	1,550,849	1,297,634	19.5
Richmond County, N. Y.	191,555	174,441	9.8
Nassau County, N. Y.	672,765	406,748	65.4
Rockland County, N. Y.	89,276	74,261	20.2
Suffolk County, N. Y.	276,129	197,355	39.9
Westchester County, N. Y.	625,816	573,558	9.1
Bergen County, N. J.	539,139	409,646	31.6
Essex County, N. J.	905,949	837,340	8.2
Hudson County, N. J.	647,437	652,040	−0.7
Middlesex County, N. J.	264,872	217,077	22.0
Morris County, N. J.	164,371	125,732	30.7
Passaic County, N. J.	337,093	309,353	9.0
Somerset County, N. J.	99,052	74,390	33.2
Union County, N. J.	398,138	328,344	21.3
Norfolk-Portsmouth, Va	446,200	258,927	72.3
Norfolk city	213,513	144,332	47.9
Portsmouth city	80,039	50,745	57.7
South Norfolk city	10,434	8,038	29.8
Norfolk County	99,937	35,828	178.9
Princess Anne County	42,277	19,984	111.6
Ogden, Utah	83,319	56,714	46.9
Weber County	83,319	56,714	46.9
Oklahoma City, Okla	325,352	244,159	33.3
Oklahoma County	325,352	244,159	33.3
Omaha, Nebr	366,395	325,153	12.7
Douglas County, Nebr	281,020	247,562	13.5
Sarpy County, Nebr	15,693	10,835	44.8
Pottawattamie County, Iowa	69,682	66,756	4.4
Orlando, Fla	114,950	70,074	64.0
Orange County	114,950	70,074	64.0
Peoria, Ill	250,512	211,736	18.3
Peoria County	174,347	153,374	13.7
Tazewell County	76,165	58,362	30.5
Philadelphia, Pa	3,671,048	3,199,637	14.7
Bucks County, Pa	144,620	107,715	34.3
Chester County, Pa	159,141	135,626	17.3
Delaware County, Pa	414,234	310,756	33.3
Montgomery County, Pa	353,068	289,247	22.1